



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2408147
Applicant Name: Scott Thompson for Terry & Thomas LLC
Address of Proposal: 967 Thomas St

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a four-story 41,000 sq. ft. administrative office building with ground floor retail. Parking for 72 vehicles will be provided in underground garage. Existing 25,000 sq. ft. building to be demolished.

The following approval is required:

SEPA - Environmental Determination pursuant to Seattle Municipal Code
(SMC) Chapter 25.05.

SEPA DETERMINATION: ☐ [] DNS ☒ [X] MDNS ☐ [] EIS

☒ [X] DNS with conditions

☐ [] DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

BACKGROUND DATA

Site Location: Located at the southwest corner of the
intersection of Thomas St and Terry Ave N.
Zoning: IC-85'
Size: 13,800 square feet.



Proposed Uses: Administrative office with ground floor retail and underground accessory parking for 73 vehicles.

Public Comment: Public notice of the project application was given on June 16, 2005. The comment period ended on June 29, 2005. DPD received no comment letters on this proposal.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated May 16, 2005 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances, (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary construction-related impacts are expected on this site: temporary soils erosion; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to this proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation) and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Construction on this site will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations will require activities, which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from

uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

The Street Use Ordinance also requires the use of tarps to cover the excavation material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes.

It is anticipated that construction for this project will take 12-14 months to complete. The impacts associated with the construction are expected to be minor and of short duration. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Long-Term Impacts

Potential long-term or use impacts anticipated by this proposal include: loss of the site for commercial/industrial use(s); increased bulk on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand due to residents and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion.

Parking

Applicable provisions of the Land Use Code result in a requirement for 56 parking spaces for this retail sales/services and administrative offices project. The MUP plans indicate 72 parking spaces are provided. Based on the parking spaces to be provided, no unusual parking condition exists that warrants additional parking mitigation under SEPA; therefore, additional parking mitigation is not warranted.

Traffic and Transportation

The proposed building would have 9,506 sq. ft. of retail sales/services use and 30,942 sq. ft. of administrative office use. The retail sales/services use square footage was not factored into the vehicle trip equation. It is expected that the retail sales/service area within the building will serve occupants of the building and pedestrians.

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition – volume 3 of 3) estimates that 30,942 sq. ft. of general office building space would generate an average weekday rate of 341 vehicle trips, with a weekday AM peak of 48 vehicle trips and a weekday PM peak of 46 vehicle trips. Within this part of the City, vehicle trips are substantially lower due in part to the location of employment work centers, availability and proximity of public transit to downtown and other employment centers; making it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. The site has ready access to the Washington State Highway 99 and Interstate 5 along arterials to employment centers outside Downtown Seattle. The immediate area supports a number of transit options serving the metropolitan area within walking distance of the subject site. The amount of traffic expected to be generated by the

proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Other Impacts

Several codes adopted by the City will appropriately mitigate other long-term adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

DECISION

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

CONDITIONS – SEPA

None.

Signature: _____ (signature on file) Date: September 15, 2005
Colin R. Vasquez, Senior Land Use Planner

CRV:bg

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